

View My Voting Record

Roll Call Votes Posted at www.house.gov/wolf

Since coming to Congress, I have fulfilled my promise to make my voting record available to the people of the 10th District. Public accountability is among my most important responsibilities as a member of Congress.

To view my most recent voting record for the second session of the 108th Congress, go to www.house.gov/wolf and click on "Votes" on the main page. Past years' votes also can be accessed there.

This year I have improved the format so it is easier to view online and print, if individuals want a hard copy.

For those 10th District residents who do not have Internet access, a copy will be mailed upon request. Feel free to contact any of my offices listed on the front of this newsletter and a copy will be mailed that day.

The record is arranged by subject areas, such as budget and taxes, foreign affairs and trade and homeland security and general government. There also is a glossary of terms to help explain votes.

There were 544 roll call votes in 2004, during the second session of the 108th Congress. I missed only nine votes for a voting attendance record of 98.5 percent.

EXPANDED COMMITTEE ROLE ADDS EDUCATION, TECHNOLOGY FOCUS

Following the reorganization of the House Appropriations Committee earlier this year, the panel I chair—now the Science-State-Justice-Commerce subcommittee—expanded its jurisdiction to include the National Science Foundation, the White House Office of Science and Technology Policy and NASA. These added responsibilities have given me a better opportunity to help shape science education and technology-related issues on Capitol Hill.

Already this year I have introduced a bill to provide interest-free college loans to math, science and engineering majors, called on the president to triple the nation's investment in science and innovation over the next decade, and worked to set up an "innovation" summit in December in Washington to address the future of innovation in the United States. A number of groups, including the Northern Virginia Technology Council, are working with the House Science Committee to plan the conference.

I am also pushing the National Science Foundation to develop more innovative and exciting programs aimed at heightening interest in the sciences for K-8 students. A model would be the JASON Project, created in 1989 by Dr.

Robert Ballard, the oceanographer who discovered the wreckage of the RMS Titanic in the North Atlantic nearly 20 years ago. Using the Internet and satellite links, more than 1.7 million students and 38,000 teachers work remotely with scientists and other experts directly from their classrooms in a different environment each year. Dr. Ballard came to Herndon's Rachel Carson Middle School in October 2004 to thank the school for participating in the program. Nearly 1,000 people were there to hear him speak. Subsequently, I had Dr. Ballard brief all the school superintendents in the region about the program.

My motivation behind these actions is to ensure that our students have the tools they need to succeed in the ever expanding world marketplace and that America remains the world's leader when it comes to innovation.

Few realize that countries such as China and India are rapidly gaining ground on the United States as foreign advances in basic science often now rival or even exceed America's. Other facts to consider: the United States is graduating far fewer scientists and engineers than its competitors in Asia and Europe; published research by

Americans is lagging, and the number of Nobel Prizes won by Americans has been cut in half in the last decade. America also is losing ground in the area of patents. The U.S. share of its own industrial patents now stands at only 52 percent.

These trends - along with slumping test scores of American students - should be setting off alarm bells, especially as more high-tech products, and the high-tech jobs behind them, are located elsewhere.

The time has come for the United States to be mobilized similar to what happened in the late 1950s after the former Soviet Union launched Sputnik.

Like then, when we made a commitment to build our space program and greatly enhance our educational system in the name of national defense through the passage of the National Defense Education Act, America must rise to the occasion and address this looming problem head on. It is critically important to keep jobs in America and ensure that we remain the world's leader in innovation and technology.



U.S. House of Representatives

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Frank R. Wolf
M.C.
PRSRT STD

Fall 2005

Congressman Frank Wolf
REPRESENTING VIRGINIA'S 10TH DISTRICT



United States Congress

Dear Friend:

We are all spending way too much time sitting in traffic. Gridlock has become the norm: on I-66; on the Beltway; on the Dulles Toll Road; on Route 28; on Route 7; on Route 50. And it's not just during rush hour any more.

Some steps that can be taken to ease congestion in our region include:

- Extending Metrorail through Tysons Corner and out the Dulles corridor.
- Widening I-66 westbound inside the Beltway.
- Implementing an effective telecommuting program in both the public and private sectors.

I am committed to working with state and local leaders to develop commonsense solutions to our region's transportation needs. That's why I have taken the lead in securing federal support for extending Metrorail to Dulles Airport and widening westbound I-66 inside the Beltway. (See inside for more details.) Telecommuting gets cars off our roads, allows working moms and dads to spend more time with their families, and is good for the environment. In addition, many of the nation's leading security experts have pointed to telecommuting as key to ensuring that the government continues to operate during and after catastrophic events.

I have been involved in nearly every major transportation improvement in the region for more than two decades. From working to obtain full funding for the Metrorail system to lowering car pool restrictions on I-66 to adding a reversible lane on the Theodore Roosevelt Bridge to improving safety and driving conditions on the George Washington Memorial Parkway, I have fought hard to deal with the ever increasing transportation needs of our growing region. You have my commitment to continue working to relieve congestion in the region so you can spend more time doing the things you want and less time sitting in traffic.

Best wishes,

Frank R. Wolf



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Metrorail Extension to Tysons Corner, and out Dulles Corridor Moving Forward

Plans to extend Metrorail through Tysons Corner and out the Dulles corridor continue to gain momentum, clearing a number of important hurdles this year.

In February, the federal transit agency responsible for reviewing the project gave it a "recommended" rating as part of its FY 2006 New Starts report which accompanies the president's budget. The proposed extension was one of only 14 in the nation to receive this rating by the Federal Transit Administration (FTA).

In March, the project passed another milestone when the FTA issued what is formally known as a "Record of Decision," meaning it has completed its extensive reviews—including environmental assessments—of the project and given it the green light to go forward. FTA's approval is necessary for the extension to be included in the funding pipeline for federal transit projects.

Then in July Congress included the necessary authorization to pay the federal share of the project in the multi-year highway and mass transit bill signed into law in August. Language authorizing the project is crucial. Without it, the project would stop in its tracks and it would be another five years before the legislative opportunity would again exist.

For too long extending mass transit out the corridor has only been discussed. Now we are on the brink of making it happen. The project will be built in two phases. The first will bring Metrorail from West Falls Church through Tysons Corner, ending at Wiehle Avenue. The second stage will extend from Wiehle Avenue to Washington Dulles International Airport.

To date, I have obtained more than \$210 million in federal funding for the project through my position on the House Appropriations Committee. The federal government is responsible for 50 percent of the funding while the state and local governments will make up the remaining 50 percent.

New Lane on Westbound I-66 Makes Sense

Widening I-66 inside the Beltway is a critical part of any plan to help ease congestion in our region. That's why for the past several years I have been advocating adding a new outbound lane from the Rosslyn tunnel to the Dulles connector. I-66 is now backed up seven days a week and northern Virginians are spending way too much time sitting in traffic.

I secured federal funding to help Virginia pay for a study of plans to widen the highway and I am pleased to report that state transportation officials have publicly announced their support for a new third lane. The study also found that the lane could be added within the highway's existing right-of-way, meaning the expansion can be done without taking any homes.

The benefits of widening this major commuter route are many. Aside from increasing capacity, a third lane will help take cars off Lee Highway, Old Dominion Drive, Route 123 and other residential streets near I-66. Emergency response vehicles will be able to respond to accidents more quickly. Air quality will improve by reducing idling traffic. New quiet pavement technology will reduce noise.



Concerns also have been raised about the ability of I-66 to handle traffic in case of an emergency evacuation from the nation's capital. An additional lane will help alleviate some of the uncertainty.

The next step is for the Commonwealth Transportation Board—the governing board that determines when and where roads should be built in Virginia—to add the project to its construction plans. A decision should come in a few months.

The multi-year highway bill enacted in August authorizes more than \$27 million for the widening, and I am committed to seeking additional funds in the future to assist the state in completing this important project.

Funds for I-66/Route 29 Interchange Approved

Congress has set aside more than \$33 million for improvements to the I-66 / Route 29 interchange in Gainesville. This project is crucial as traffic in that area is near gridlock during rush hour and on weekends. The state has committed funding for improvements to the interchange and this additional money from Congress should help advance the project.

Region's Gang Task Force to Receive Additional Funding

The anti-gang task force operating in the region is slated to receive an additional \$2.5 million in federal funds to assist in its efforts to stem gang activity in northern Virginia.

Created in 2003 with funding I secured from the Department of Justice, the task force is made up of local law enforcement officials from Fairfax, Prince William, Loudoun and Arlington counties as well as the cities of Manassas, Manassas Park and Alexandria and the towns of Herndon and Leesburg. The FBI, ATF, DEA and U.S. Marshals also have agents assigned to the task force as does the Virginia State Police. To date, I have secured nearly \$4 million to fund the task force.

The task force has approached the region's gang problem with a three-pronged plan: tougher law enforcement measures, education and intervention. All three components are critical to successfully addressing this issue.

The law enforcement community has and continues to do an outstanding job in dealing with this problem, working across jurisdictional boundaries on a daily basis.

To inform constituents, I hosted a town meeting in Loudoun County on Gang Awareness and Intervention. Nearly 400 residents attended.

A number of resources are being devoted to intervention efforts, including providing federal funding for more after school programs with the help of organizations like Boys and Girls Clubs of America, which announced in October that it would be opening a chapter at Hutchison Elementary School in Herndon.

Northern Virginia is not the only place where there is a problem. Law enforcement officials - and the media - report of increased levels of gang activity not only across the Commonwealth but from New England to Georgia to the West Coast.



Osborn Park High School, Hutchison Elementary School and Newton-Lee Elementary School. He has authored legislation to provide interest-free college loans to students who major in math, engineering, physics and other sciences to help America remain the world's leader in technology and innovation.



Speaking at Hutchison Elementary School in Herndon in October, Congressman Wolf praised the Boys and Girls Club of America and other community groups for working to open a new chapter at the school so area students would have a place to go after school to help with homework and to enjoy recreational activities.

As chairman of the House Appropriations subcommittee that oversees the budget of the Department of Justice - including the FBI and the U.S. Marshals Service - I pushed for the creation of a national gang intelligence center at the FBI that allows law enforcement officials across the country to share information about gangs and gang violence, similar to the way data on organized crime is shared.

Federal, state and local law enforcement officials throughout the country must have the resources and the ability to share knowledge and information. Protecting neighborhoods here in Virginia and across the country is going to require a well coordinated effort. No one in our communities should live in fear.

Read my report and recommendations following my recent trip to **Iraq** and **Afghanistan** on my Web page. Click on **Iraq 2005 Trip report** at: www.house.gov/wolf

School Visits

Congressman Wolf regularly speaks to students at schools throughout the 10th District. Here, he talks to juniors at Loudoun County's Freedom High School about issues confronting Congress. In recent weeks he has visited Dominion High School, Stone Bridge High School,